



Incident Name	East Jefferson Street Derailment
Incident Type and Kind	Type-2 Hazardous Materials Incident Railroad Derailment into Waterway
Incident Location	Paulsboro, New Jersey

Incident Summary (0800 14 Dec 2012-0759 15 Dec 2012)

Unified Command:

-- Coast Guard Jurisdiction ends after Phase 4 is complete, the threat of pollution will be mitigated and all Tank Cars will be back on the tracks.

Response & Recovery:

- Dive Operations were conducted on Friday, 14 December.
- Tank Car UTLX 98097 was lifted from the water and placed on debris barge.
- Tank Car ULTX 98041 was re-railed and removed from the scene.
- Tank Car OCPX 80305 was removed from the scene.
- The crane barge was repositioned for the lift of Tank Car OCPX80323, scheduled to be lifted 15 December 2012.
- Rail work was conducted to solidify the track throughout the incident location.
- For diving operations on site, slack windows are considered less than 1 knot current. For general diving operations, divers need the current to be at least less than 2 knots, but the intricate work of this operation makes less than 1 knot necessary. NOAA has confirmed that the tidal slack times of low current are very narrow. At the ADCP deployment site (between 1 and 2 tenths of a mile from bridge), slacks are slightly more than an hour in duration but it is likely that at the bridge itself, the bottleneck construction greatly enhances the flow to where the actual usable slack for operations is less than an hour. The frequency of this workable slack is roughly only once every 6 hrs and 15 min.
- Estimated response costs: \$14,100,000 as of 2300 on 14 December (daily spend rate \$900,000).

Environmental Monitoring:

- Last VOC detection (0648 on 6 Dec 2012) near Crown Pt. Bridge at 0.1 ppm (lowest threshold detection limit of equip).
- Active air monitoring continues throughout the area and includes the following equipment:
 - CTEH:
 - 13 personnel at the wreck site dedicated to worker air monitoring.
 - An air monitoring crew dedicated to roaming between 12 fixed locations with Photoionization Detectors and colorimetric tubes.
 - 5 Area Rae monitors for real time air monitoring of total VOCs.
 - 7 Mini Can sampling locations which collect 24hr. samples which are sent for lab analysis daily.
- USEPA:
 - 2 Roaming air monitoring crews day and night with Photoionization Detectors operating downwind of the incident location.
 - 9 Area Rae monitors at fixed locations for real time air monitoring of total VOCs.
 - 9 Summa Canister sampling locations which collect 24hr. samples and are sent for laboratory analysis daily.
- Arcadis:
 - 3 Sediment samples taken at areas that prior air sampling demonstrated elevated levels for vinyl chloride. Results will be available Saturday, 15 December.

Re-Entry Monitoring: (as of 2100 on 14 DEC 12)

- 333 homes tested / 52 homes declined testing/ 385 total homes contacted.
- 30 businesses tested / 1 business declined testing.
- 4 homes or business are been scheduled for next testing operation.
- 11 of 11 homes in Zone 5 tested; no detections
- 1 team conducted residential testing on 14 December.
- 6 total homes burglarized during evacuation.
- 0 VOC detections in homes on 14 December
- 0 Vinyl Chloride colorimetric tubes utilized / 0 detections on colorimetric tubes in residential areas on 14 December.

Law Enforcement:

- Continues to provide access control and site security.
- Prepared with appropriate resources to implement any evacuation activities.
- USCGC CLEAT is no longer enforcing the Safety Zone as of 10:00 14 DEC. Coast Guard Station Philadelphia will be conducting patrols to help maintain the established zone.

General Information:

- Press Conference was conducted Friday, 14 December at the Fire Academy.
- The Evacuation Order has been amended for all but 3 homes (approximately 6 people), all of which are along the creek bend near the wreck site. Re-entry is being conducted with police escorts and supported by air-monitoring. 379 families and businesses have returned to their respective homes/ businesses.
- Community Outreach efforts continue for residents outside of evacuation area (air testing & pamphlets).
- Information website: www.paulsbororesponse.com

Rail Car Status		
Car #	Cargo	Notes
ECUX 881493	Plastic Pellets	Rail Car Removed
SGLR 006298	Lumber	Rail Car Removed
UTLX 207398	Ethanol-23,000 gals	Derailed—Off Track/On Side/In Water—Intact
OCPX 80323	Vinyl Chloride-180,150 lbs	Derailed—Off Track/In Water—Intact
OCPX 80234	Vinyl Chloride-176,000 lbs	Rail Car Removed; Currently on Debris Barge
UTLX 098097	Vinyl Chloride-177,550 lbs	Rail Car Removed; Currently on Debris Barge
UTLX 098041	Vinyl Chloride-177,000 lbs	Rail Car Removed

Safety Status / Personnel Casualty Summary

Type	Previous Report	This Period	Total
Responder Injury/Illness	0	0	4
Public Injury/Illness	0	0	158
Public Sheltered-in-Place	0	0	0

Evacuation Totals

Type	Previous Report	This Period	Total
Homes Remaining Evacuated	3	3	3
Businesses Remaining Evacuated	1	1	1
Families Remaining Evacuated	3	3	3
People Remaining Evacuated	6	6	6

General Equipment List

USCGC CLEAT (Was on site until 1000 on 14 December)
 1 Coast Guard Small Boat (Station Philadelphia; conducting patrols of safety zone)
 Weeks Marine 150-ton Crane Barge (W568-Crane Barge)
 5 Small Boats (non-USCG)
 2 Type-1 Fire Engines (per shift)
 2 Type-2 Ambulances (per shift)
 Neptune High Flow Water System
 11 Law Enforcement Patrol Units
 6 Buses (3 for transportation and 3 on standby to support evacuation operations if needed)
 2 Deck Barges standing by (W41, W163)
 3 Deck Barge on-scene (W234, W179, W41)
 2 Tug Boats (UTV PALM COAST, TUG SEA COAST)

On-Scene Personnel

Level	Agencies	ICP	Field	Total
Federal	USCG	15	2	17
	EPA/START/ERT	2/4/3	0	9
	FRA	1	0	1
	NOAA	1	0	1
	OSHA	1	0	1
State	NJ DEP	4	0	4
	NJ DOH	1	0	1
	NJ OEM	1	0	1
Local	Paulsboro Fire Department	1	30	31
	Paulsboro Police Department	0	7	7
	Gloucester County OEM / EMS	2	7	9
Responsible Party	Conrail (Counted as in the field but may come to the ICP)	0	16	16
	Contractors/Consultants	35	101	136
Total Personnel		71	163	234

Notes: Personnel numbers have changed due to operations and the lifting of the evacuation order for most homes. Additionally, the NTSB demobilized.